

Section I. Plan for Redevelopment and Conservation

INTRODUCTION

With the adoption of the Revitalization Plan for Downtown Hopewell by Hopewell City Council in January 2003, the City embarked on an aggressive new approach to revitalizing the heart of Hopewell. Subsequent plans including the Strategic Housing Improvement Plan (November 2003) and the Wayfinding Plan (November 2004) complement the goals established in the Revitalization Plan. This Plan for Redevelopment draws upon the strategies and actions recommended in the previous plans to create the synergy for successful efforts across the city.

The Plan for Redevelopment and Conservation of the B Village neighborhood and adjoining waterfront capitalizes on the under-utilized assets that characterize this area: the vistas and viewsheds of the rivers, access to major thoroughfares, and close proximity of amenities such as recreational facilities, dining establishments, downtown and everyday services such as the post office, banks, and convenience retailers. These assets remain under-utilized with the current built environment and many properties are currently blighted. This plan offers recommended strategies to capitalize on these assets to revitalize the neighborhood, improve the local economy, and offer new and exciting housing and retail options for existing and new residents.

Blight is a major deterrent to renewed development activity both for new housing and commercial construction. Various strategies can be utilized to address blighting influences including public acquisition of property, code enforcement, and the creation of incentives by local government for private investment. This plan attempts to synthesize all these strategies to formulate a comprehensive and actionable set of guidelines to address blight in the project area and promote new development.

The strategies for renewed development will evolve from the following tasks:

- **Initial Field Assessment of Existing Conditions**

A baseline of current conditions is established by a thorough field assessment of building and environmental conditions, infrastructure deficiencies, topography, traffic circulation and flow, directional and informational signage, pedestrian access, and relationships between land uses.

- **Meetings with Citizens, Focus Groups, City Officials, and Developers**

Resident impressions concerning the future of the city are very important in the development of growth and land use strategies. Oftentimes, residents have a sense of what they would like to see occur around them but are not specific about development concepts. City officials provide input on the types of services needed for particular areas and the measures the locality can take to guide certain types of development. Developers offer a private-sector perspective to the financial viability and market support for growth in residential, commercial, and industrial developments.

- **Plan for Redevelopment and/or Conservation**

Eligibility for redevelopment and/or conservation is determined by utilizing the definitions of blight under Title 36, Code of Virginia. Recent modifications to redevelopment law in the Commonwealth of Virginia have been taken into consideration. However, redevelopment is only one tool available to a local government to further development activities. Property acquisition, revised zoning, code enforcement, and special programs such as a housing rehabilitation initiative can provide effective strategies for improving deficient conditions and spurring renewal and new development. This plan will recommend the best course of action for each targeted area.

The City of Hopewell has taken a proactive role over the last five years in the future development of the city. The commissioning of the various plans is intended to establish the framework for responsible development over the next twenty years. This plan seeks to build off the success of the preceding plans to further the growth of the city under 'highest and best use' land use practices identified during this process.

PURPOSE OF THE PLAN

The City of Hopewell has a vital stake in the emergence of B Village from its state of disrepair and under-utilization. This plan offers recommendations and strategies for improving the area by better utilization of the land, removal of blight, improved relationships between land uses, and improving housing conditions and options in the B Village neighborhood.

A market study was conducted to analyze the existing housing and commercial markets as well as the projected growth anticipated with the coming expansion at Fort Lee. Citizen participation, including the exploration of focus groups also influenced the recommendations for this plan. Finally, concept plans with financial assessments and design guidelines have been included to illustrate the possible investment scenarios considered appropriate for each target area.

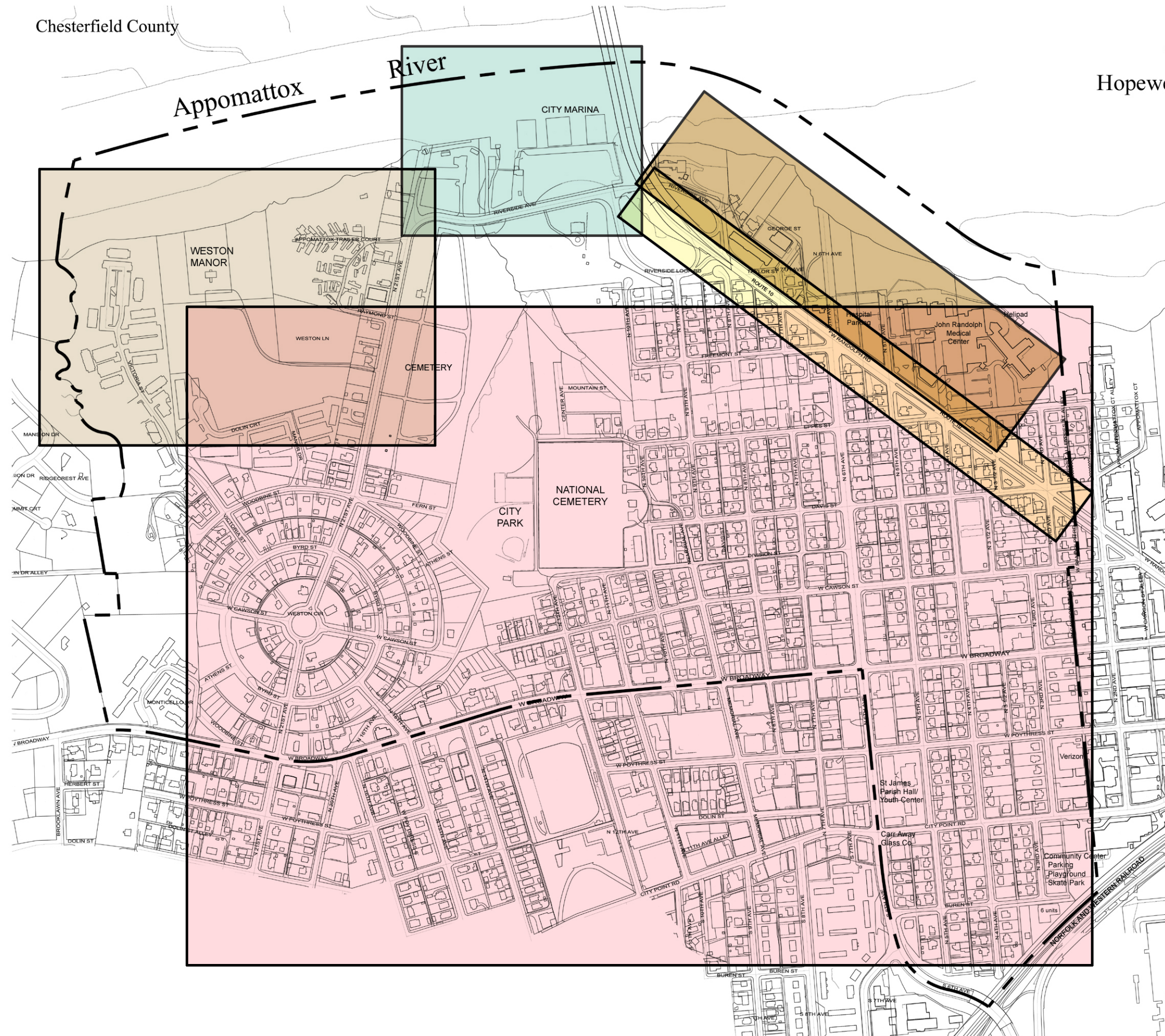
PROJECT AREA SELECTION

With the completion of the Revitalization Plan for Downtown Hopewell, the City shifted its focus the area most closely related to downtown Hopewell: B Village. The natural relationship between B Village and the downtown area stems from geographical and functional relationships. B Village borders the downtown area and serves as a major entryway to the city, thereby establishing its importance to the success of revitalizing Hopewell. Likewise, B Village includes a large number of housing units for the residents of Hopewell.

The underutilization of the riverfront continues to be a major concern for the City and its proximity to B Village offers an excellent opportunity to include it in this plan. In identifying the assets that Hopewell possesses, the waterfront rates very high. Within the project area, the river is fronted by the following uses: subsidized housing in intermediate condition, an historic manor, mobile home park, public park and marina, single-family home, vacant commercial building, and

TARGET AREAS MAP

Hopewell Neighborhood Improvement
City of Hopewell, Virginia



LEGEND

- = PROJECT AREA BOUNDARY
- B VILLAGE AREA
- ROUTE 10 CORRIDOR
- HOSPITAL & WATERFRONT AREA
- CITY MARINA AREA
- WESTIN MANOR AREA



(75) 0 75 150 300
Graphic Scale in Feet

hospital. Public access to the river in the project area is limited to the city marina. This plan hopes to offer new and exciting uses for the waterfront that will capitalize on this major asset and spur renewed development throughout the City of Hopewell.

ASSESSMENT OF EXISTING CONDITIONS

K.W. Poore and Associates, Inc., Community Development and Planning Consultants, conducted an initial Needs Assessment of the entire project area in January 2006 with regular updates through March 2007.

The Building Conditions and Environmental Survey was conducted by K.W. Poore and Associates, Inc. between the months of October 2005 – January 2006. The surveys were conducted from the public right-of-way and were based on visual observations of each structure in the study area. Each housing unit was assigned a number corresponding to a condition rating detailed below. The ratings assigned to structures in the study area are for representational purposes only and are used to develop an overall assessment of general structural conditions in the City of Hopewell. Additionally, the ratings are based on criteria utilized in federal and state housing rehabilitation programs and directly relate to the eligibility for structures to receive rehabilitation assistance if a program is instituted in Hopewell.

The structural condition ratings utilized during the neighborhood field assessment were based on the following definitions:

1) Sound

Structures with no defects or only slight defects normally correctable by regular maintenance. Examples of slight defects include: minor painting needs; worn floors, doorsills, doorframes, window sills, or window frames; and broken gutters or downspouts.

2) Minor Deficiencies

Structures with minor defects requiring immediate attention beyond the course of regular maintenance. Examples include lack of paint; small cracks in walls, plaster, or chimney; shaky or unsafe steps and porches; excessively weathered roof; and signs of rotting around windows and sashes.

3) Deteriorated

Structures requiring more repair than would be provided in the course of regular maintenance and have more defects of an intermediate nature that must be corrected if the structure is to continue to be safe. Examples of intermediate defects include: holes or cracks in plaster; rotted, loose or missing materials over a small area of the foundation, walls, roof, floors, or ceilings; unsafe porches; rotted or loose windows; frames or sashes that are no longer rainproof; and missing bricks or cracks in the chimney serious enough to be a fire hazard.

4) Dilapidated

Structures that are no longer safe or adequate for continued use and endanger the health, safety, and well being of the inhabitants. Such structures have one or more critical defects, a combination of intermediate defects in sufficient number or extent to require considerable repair or rebuilding, or are of inadequate original construction. The defects are either so critical or widespread that the structure should be extensively repaired, rebuilt, or demolished.

5) Substantially Dilapidated

In addition to the four structural classifications, substantially dilapidated units that would cost more than \$25,000 to bring the structure into compliance with minimum housing codes are classified as substantially dilapidated.

Based on the above criteria, the Needs Assessment survey revealed the following building condition totals for the project area:

	Sound	% Total Structures	Moderate	% Total Structures	Intermediate	% Total Structures	Major	% Total Structures	Dilapidated	% Total Structures	Total	Total %
Residential	53	8.2%	144	22.2%	194	30.0%	127	19.6%	72	11.1%	590	91.0%
Commercial	24	3.7%	12	1.9%	5	0.7%	15	2.3%	2	0.3%	58	9.0%
Total	77	11.9%	156	24.1%	199	30.7%	142	21.9%	74	11.4%	648	100.0%

Residential uses in the project area include single-family detached units, mobile homes, duplexes, and multi-family units (apartments). As the Needs Assessment survey reveals, 36% of structures in the project area are either sound or exhibit moderate deficiencies. Roughly 31% of the structures have intermediate deficiencies and approximately 33% of the structures are in serious disrepair. The percentage of housing units specifically in poor condition equals 30.7% of total housing units in the project area. This percentage represents an unhealthy amount of housing in need of repair and suggests an urgency for special housing programs, incentives, and designations implemented by the City to assist property owners with the reduction of deficient housing in the project area.

Concentrations of Blight

Three areas have been identified as concentrations of blight: the mobile home park (Appomattox Trailer Court) in the northwest portion of the project area; the residential block to the east of 3-1/2 Avenue Park; and the residential area at the entrance to the National Cemetery. All three areas exhibit deteriorated and dilapidated housing, deficient infrastructure, and in the case of the mobile home park, overgrowth and debris.

NEEDS ASSESSMENT

Neighborhood Redevelopment Plan
City of Hopewell, Virginia

LEGEND

- PROJECT AREA BOUNDARY**

HOUSING CONDITIONS

 - SOUND**
NO OR SLIGHT DEFICIENCIES
 - MINOR DEFICIENCIES**
MINOR DEFECTS BEYOND REGULAR MAINTENANCE
 - INTERMEDIATE DEFICIENCIES**
ONE OR MORE INTERMEDIATE DEFECTS
 - MAJOR DEFICIENCIES**
WARRANTING SUBSTANTIAL REPAIR OR CLEARANCE
 - DILAPIDATED**
UNSUITABLE FOR REHABILITATION / SUBSTANTIAL RECONSTRUCTION OR CLEARANCE

CONCENTRATIONS OF BLIGHT

OVERGROWTH

 - DEFICIENT / LACK OF SIDEWALK, C&G**
 - NARROW PAVEMENT**
 - POOR ASPHALT / BROKEN PAVEMENT**
 - GRAVEL SURFACES**
 - JUNK CARS / DEBRIS**
 - SIDEWALK, C&G - EXISTING/GOOD CONDITION**
 - COMMERCIAL STRUCTURES**



A determination of eligibility for redevelopment under Title 36, Code of Virginia has been conducted on the Appomattox Trailer Court as an example. It has been determined that the area meets the criteria for redevelopment under current redevelopment law in the Commonwealth of Virginia due to the severity of housing conditions in the area (See Eligibility Report in Appendix A). The other two areas are not believed to be eligible at this time, but without proper maintenance may become eligible in the future. Of course, fee simple acquisition of these properties by the City of Hopewell would be the best course of action and should be the first step the City undertakes when initiating the redevelopment of the areas. Condemnation proceedings should be a last resort.

Route 10 Corridor and Traffic Circulation

The entranceway into the City of Hopewell from the north across the Appomattox River is characterized by poor building conditions, under-utilization of the land, and lack of character. The traffic pattern at the intersection of Route 10 and 6th Avenue is confusing and could be improved. The passage of Route 10 at a diagonal through the traditional grid street pattern presents an excellent opportunity to develop a gateway corridor unique to Hopewell.

The flow of traffic at the intersection of Route 10 and 6th Avenue is mismanaged due to limited travel lanes and a confusing traffic pattern. The designated turn lane on Route 10 East to 6th Avenue limits eastward travel to one lane and leads to last minute lane changes for drivers unfamiliar with the pattern. Future efforts to redevelop this area should include the redesign of this intersection, possibly including the widening of the street to accommodate additional travel lanes for through traffic.

Other roadways in the project area appear to promote efficient traffic flow. The residential roadways of B Village follow a traditional grid pattern with easy access to primary thoroughfares. Road surface conditions vary throughout the project and can be addressed as capital improvements when needed.

CITIZEN PARTICIPATION

Neighborhood Meeting

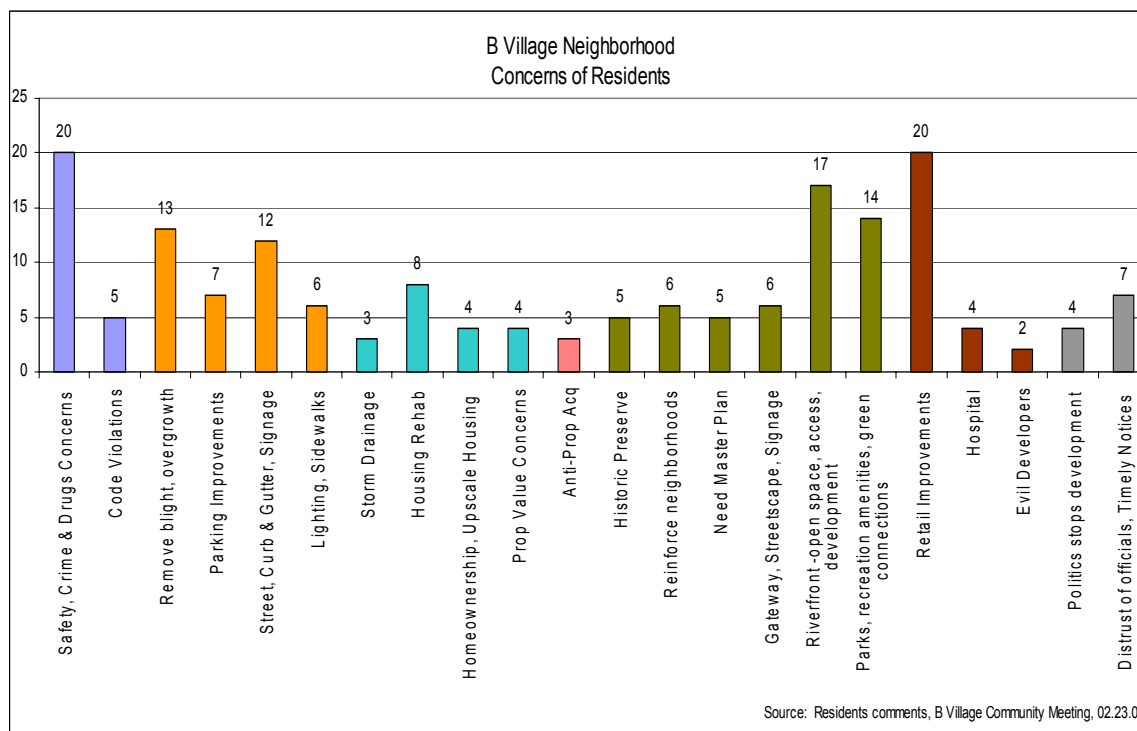
Prior to preparation of community improvements concepts and following initial neighborhood fieldwork, K. W. Poore & Associates, Inc., solicited neighborhood input at a public meeting held on February 23, 2006 to ascertain key issues perceived by residents of B Village regarding their neighborhood. The information gathered at this meeting helped guide the direction of recommendations for the neighborhood revitalization plan.

The 42 attendees at the neighborhood meeting were residents of B Village. Attendance and participation in the meeting were voluntary. The meeting was structured as an open forum and individual comments, complaints and observations were noted by the consultants.

Respondents at the neighborhood meeting indicated an equally strong interest in improving the safety of residents and expanding the retail options available in the area. Riverfront development,

including trail development and revitalization of the marina, was identified as a very important issue to the neighborhood residents. Many participants stressed the need to maintain public access to the river which could be accomplished in a number of ways: public boat launch, riverfront park, boardwalk, etc.

The following chart illustrates the number and type of responses received from the meeting participants regarding the future of B Village. They range from immediate problems and concerns to ideas for improving the neighborhood.



Foremost in participants minds were equal concerns with safety (of area residents, problems with drugs and crime) and improving retail development (removal/improvement of blighted establishments, introducing new retail) were the most frequently mentioned issues. As observed by team facilitators, participants expressed frustration that law enforcement was not directly responding to “known” drug locations.

Development of the riverfront area (development, creation of trails and public spaces and specific marina uses) was an important issue as well, ranking third in the number of mentions. Improvements to public parks, accessibility, creation or improvement of recreational amenities, and greenspace connections through the neighborhood were a top concern.

B Village residents expressed a strong sense of community, pride in their historic resources and a determination to ensure neighborhood improvements do not undermine the fabric of their working class community. Housing rehabilitation assistance is desired among some residents but not for the wholesale removal of housing in order to facilitate the transition to upscale housing.

Preference was stated for the selective improvement of blighted structures and assistance to existing homeowners versus the introduction of new, upscale housing via private developers in B Village.

Focus Groups

The City hosted several focus group sessions for the consultant team so that different perspectives on the existing market could be obtained. The team met with representatives from the hospital, development community, realtors, property owners, historic preservationists, residents, and other civic-minded individuals. The meetings occurred over the course of several days. Many opinions and suggestions were offered to the team regarding varying strategies for development in the project area. All appropriate suggestions were noted and taken into consideration during the conceptual planning phase.

RECENT CHANGES TO VIRGINIA REDEVELOPMENT LAW

The Virginia General Assembly recently passed new legislation concerning redevelopment law under Title 36, Code of Virginia. The changes to existing law clarify the circumstances under which redevelopment can occur. Every effort has been made to account for these changes but one should note that the new law may have several interpretations and the full impact on redevelopment law will not be known until the law is tested in the courts.

GOALS AND OBJECTIVES

The B Village Neighborhood and Waterfront areas play a critical role in the overall vitality and attractiveness of the City of Hopewell. This area serves as both a gateway between the Downtown Central Business District and the northern section of the City. It is a neighborhood with great potential to serve the residential needs of current and future City residents. Its proximity to Downtown coupled with its use as a vehicular connector to and from north Hopewell secures the B Village community's importance and significance. As such, the future use of the neighborhood and waterfront is vital to the long-term stability of the City of Hopewell.

The goals set forth below for the redevelopment of the B Village neighborhood are general in nature and establish the parameters for the subsequent review of development proposals by the City of Hopewell for the private reuse of real property within the area. The City has identified the B Village neighborhood and waterfront as high priority areas owing to its blighted state, vacancy, land use patterns and density, deteriorated infrastructure, and environmental deficiencies.

The primary objectives for the redevelopment of this area are the removal of blight and the introduction of quality housing meeting accepted urban design standards. Redevelopment will restore housing types and densities that are complimentary to the current local housing patterns. The following objectives address removal of blight and blighting influences, appropriate land use patterns, and infrastructure and public street improvements.

***Goal:** Eliminate all blight, blighting influences, deterioration, and deleterious land use through land acquisition, housing rehabilitation, redevelopment and clearance.*

Objectives:

- Acquire property where the conditions of title, lot layouts, and/or other conditions prevent a proper development of the land and where such acquisition is necessary to carry out the objectives of this Plan.
- Develop a housing rehabilitation program to property owners with improving housing conditions within the neighborhood.
- Eliminate environmental hazards and blighting influences through acquisition, clearance, redevelopment and capital improvements.

***Goal:** Create an environment with quality housing stock that is sensitive and comparable to the nature and scale of the surrounding community.*

Objectives:

- Respect existing zoning classifications for residential development.
- Encourage the location of mixed-density housing units to meet the demand for new housing products.
- Follow future land use designations outlined in the Comprehensive Plan.
- Create housing that architecturally complements the existing housing stock through the creation and application of design guidelines.

***Goal:** Increase the quantity of market-rate and homeownership housing opportunities in the City of Hopewell.*

Objectives:

- Encourage the siting of a residential development that will increase owner-occupied housing units in B Village and surrounding areas.
- Provide resources that increase homeownership opportunities for low – to moderate – income persons.
- Create a housing product with such quality that it will attract and retain market-rate purchases and homeowners.

***Goal:** Improve the safety and aesthetic quality of Route 10 through streetscape and roadway improvements.*

Objectives:

- Redesign the intersection of Route 10 and 6th Avenue to alleviate congestion and confusion.
- Develop 'triangle' green spaces along Route 10 to create a unique and exciting entrance into Hopewell.
- Improve pedestrian circulation and recreational options through the installation of a riverfront boardwalk that connects to other green spaces in the project area.
- Provide public improvements to serve the area, including needed storm drainage, curb and gutter, landscaping, and lighting.

PLAN FOR REDEVELOPMENT

The larger project area of B Village and the waterfront has been subdivided into smaller target areas to accommodate the unique development concerns of each area. The general approach to each target area is characterized below:

Target Area I: WESTON MANOR AND ENVIRONS

The historic Weston Manor remains an integral part of Hopewell's past and faces a future of encroaching uses unless a proper development scenario can be created. It currently is bordered by high-density residential land use on three sides with a stunning view of the Appomattox River on its north side. A large, vacant field currently separates Weston Manor from the Riverside Apartments to the south, but the development of this land seems certain in the near future. A successful development plan will respect the historic nature of Weston Manor while also respecting the development rights of the surrounding property owners.

Medium Density housing is appropriate for the undeveloped land that separates Weston Manor from the Riverside Apartments. Cottage homes, townhomes or clustered patio homes for the elderly would serve this area well. The design should respect the environmental setting and historic nature of Weston Manor and possibly even utilize the structure as a visual centerpiece to the development.

The Appomattox Trailer Court and former Landing Apartments are suitable areas for mixed density housing units ranging from single-family homes to condominiums. Again, the design and layout of the development should respect the historic nature of Weston Manor. By redeveloping these two areas, the City has the opportunity to remove blighted structures and replace them with new housing products that will appeal to homeowners.

Infrastructure improvements will most likely be required if the area is redeveloped. Existing roadways and water and sewer systems are insufficient and could not adequately accommodate this new development. The City could offer to install these new systems as an incentive to the redevelopment of these areas.

Target Area II: CITY MARINA

The City Marina is located at prime spot within the city that offers easy access to major thoroughfares and excellent views of the Appomattox and James Rivers. Its current condition is marginal at best and has the opportunity to become a showcase residential and commercial development for Hopewell. The concept plans for the marina attempt to maintain public access to the waterfront while providing exciting new housing and retail opportunities.

A high-density mixed-use development is appropriate for this area. The desirability of waterfront living coupled with the functionality of the marina allows for the maximization of this location through condominium development. Retail options should be included in the development of this area to make it a destination point for residents and visitors alike. Public access to the river should be maintained through a public boat launch, transient boat slips, and trail connections with the

proposed waterfront boardwalk and city trail system. A development of this type will best serve the City as an 'activity point' with restaurants, retail stores, residential living, and recreational options in one area.

Target Area III: CITY GATEWAY

The John Randolph Medical Center, located on the waterfront along Route 10 as one enters the City from the north, has plans to expand its facilities to accommodate more customers. The hospital faces unique challenges because most of the land surrounding it is built up with residential and commercial uses. The presence of Route 10 immediately to its south also presents a barrier to expansion plans. The concept plan associated with this area offers a creative way to expand the hospital's physical site as well as re-orient the building to its main access point, namely Route 10.

A demonstration housing site has been proposed for the block immediately east of 3-1/2 Avenue Park that would ideally provide a live/work environment for hospital staff. This development should follow the mixed-use model of development with commercial and residential uses combined into one area. The proximity of this area to Route 10, the hospital and downtown makes it a prime location for a high profile development. Any design for this area should respect the surrounding architectural styles and scale but should also be creative, modern and functional. As a demonstration site, the development should set the standard for new development in the city.

Similarly, the preponderance of medical services throughout B Village could be clustered along 6th Avenue to form a de facto 'medical district' within the commercial district of the neighborhood. This agglomeration of uses will promote a revitalized commercial district and provide a level of convenience to patrons of the hospital that does not currently exist. Converted houses should be replaced with more functional commercial spaces such as medical office complexes. This 'medical district' could also expand retail options with other healthy living retail options such as health food stores and gyms.

Target Area IV: ROUTE 10

The triangle blocks formed by the diagonal transition of Route 10 from the bridge over the Appomattox River to the downtown offers a unique opportunity to develop miniature gateway parks. These parks would add an appealing aesthetic quality to a traveler's experience of entering Hopewell and would add character and identity to the neighborhood. The triangle parks alternate from the north and south sides of the roadway, thereby offering a uniform experience to both incoming and outgoing travelers. Appropriate signage and landscaping would accompany transformation of this major thoroughfare into a revitalized gateway entrance to the city.

Target Area V: B VILLAGE

B Village is largely built out with homes constructed in the first part of the twentieth century. Numerous factors contribute to the deteriorating housing conditions in the neighborhood including an aging population and poor original construction. But the fact remains that the neighborhood retains some historic qualities worth preserving. Housing rehabilitation programs and other city-sponsored programs such as tax abatement policies would assist in the improvement of housing

conditions. Wholesale redevelopment or clearance of existing occupied homes is not recommended to solve the issue of housing deterioration in the neighborhood.

- ❖ **Housing Rehabilitation** – establish a Housing Rehabilitation Program with CDBG entitlement funds that provides financial assistance to homeowners of deteriorated property. The program should maintain standards of quality and maintenance to prevent future deterioration. Design assistance should also be provided to improve the aesthetic quality of the neighborhood.
- ❖ **Tax Abatement Program** – allow property owners to maintain a pre-rehabilitation tax rate for a certain period of time to encourage private investment in property. A typical term for the abatement is ten (10) years.
- ❖ **Outreach** – hold free public seminars on housing rehabilitation that includes input from Code Enforcement officers, representatives from home improvements stores, bankers, and real estate agents.

CONCEPT PLANS

Conceptual development plans have been created for target areas within the B Village and waterfront neighborhoods. These plans offer development scenarios consistent with the recommendations of the Market Study and suitable for the highest and best use of the land. In addition, the concept plans are merely representative of the types of new development appropriate for each target area. Other designs may also be appropriate. Refer to each concept plan for a detailed illustration of the scale and use.

The City Marina I

This development plan includes the introduction of condominium towers with lower-level commercial retail space. The marina has been redesigned to accommodate permanent and transient usage of boat slips and includes a public boat launch. The development is based on a plaza-style concept that integrates multiple uses into one space: residential, commercial, and recreational.

Plan features include:

- 34,000 sf Retail/Restaurant Space
- 180 Market-rate Condo Units
- 60 Upper Market-rate Condo Units
- 400 space Parking Deck under Condo Tower
- 54 Transient Boat Slips
- 54 Resident Boat Slips
- 40 spaces for boat trailer parking
- Public Boat Launch

The City Marina II

The second marina concept plan incorporates the same integrated approach as the first concept plan but includes a larger marina and additional residential units. Both plans provide access to a public boat launch and revitalized trail system that connects the waterfront with other residential and recreational areas of the city.

Plan features include:

- 54,000 sf Retail/Restaurant Space
- 200 Upper Market-rate Condo Units
- 660 space Parking Deck under Condo Towers
- 54 Transient Boat Slips
- 120 Resident Boat Slips
- 40 spaces for boat trailer parking
- Public Boat Launch

CITY MARINA I

SUMMARY of DESIGN ISSUES:

- * Relocated Public Launch with Larger Parking
- * Upscale Municipal Marina with Sheltered Parking
- * Festival Retail around Boardwalk Plaza
- * Residential Towers above Sheltered Parking
- * Large Swale developed as Park, Playground
- * Trails network connects Neighbors to Marina
- * Residential Development of upper Bluff Park
- * Park moves below to renovated Safety Marina
- * Separate transient and residential marinas

KEY PROGRAM ELEMENTS:

Multi – Use Tri-Towers

34,000 sf Retail / Restaurant Space

Marina Market wraps shore side of Parking Structure

180 Market-rate Condo Units

Three 10 Story towers, avg. 1500 sf

400 Parking

2-level Structure - for Marina and Multi-use Towers

City Marina

54 Transient Boat Slips

Various sizes, in outdoor Marina Facility

54 Resident Boat Slips

Various sizes in outdoor Marina Facility

40 Boat Trailer Parking

Connected with Trail and Crosswalk
Fisherman's Picnic Area and Playground

Marina Bluff

60 Upper Market Rate Condo Units

4 Story Bluff Building, avg. 1500 sf
Parking Below – 120



CITY OF HOPEWELL, VIRGINIA

Redevelopment Plan

Hill Studio, PC K.W. Poore & Assoc.

October, 2006



1" = 100' 0" 100' 50' 100' 200'



CITY MARINA DEVELOPMENT CONCEPT

CITY MARINA II

SUMMARY of DESIGN ISSUES:

- * Relocated Public Launch with Larger Parking
- * Upscale Municipal Marina with Sheltered Parking
- * Lifestyle Retail around Marina District
- * Mid-rise Upscale above Retail
- * Large Swale developed as Park, Playground
- * Trails network connects Neighbors to Marina
- * Residential Development of upper Bluff Park
- * Park moves below to renovated Safety Marina
- * Separate Transient and Residents Marinas

KEY PROGRAM ELEMENTS:

City Marina Lifestyle District

- 54,000 sf Retail / Restaurant Space
Marina Market wraps shore side of Parking Structure
First Floor of 3 buildings above Parking Facility
- 200 Upper Market-rate Condo Units
Three 3 Story structures above retail, avg. 1500 sf
- 660 Parking
500 space 2-level Structure - for Marina, Retail, Condos
160 Surface for Customers

City Marina

- 54 Transient Boat Slips
Various sizes, in outdoor Marina Facility
- 120 Resident Boat Slips
Various sizes, in outdoor Marina Facility
- 40 Boat Trailer Parking
Connected with Trail and Crosswalk
Fisherman's Picnic Area and Playground



CITY OF HOPEWELL, VIRGINIA

Redevelopment Plan

Hill Studio, PC K.W. Poore & Assoc.
October, 2008



1" = 100' 50' 0' 100' 200'

Weston Landing I

Weston Landing is the name given to the area due south of Historic Weston Manor on the Appomattox River. The design concept includes the redevelopment of the Landing apartment complex, the vacant field between Weston Manor and the Riverside Apartments, and the Appomattox Trailer Court. The concept proposes single-family detached housing units, townhomes and apartments that respect the historic nature and environment of Weston Manor.

Plan features include:

- 53 Upper Market-rate single-family lots
- 56 Upper Market-rate Townhomes
- 108 Market-rate Apartment units

Weston Landing II

The second development concept for this area increases the scale and density of the first proposal to include a waterfront condominium tower with single-family residential behind it. Again, the historic quality of the area surrounding Weston Manor is preserved while providing increased access to the historic structure.

Plan features include:

- 36 Upper Market-rate single-family lots
- 41 Market-rate Townhomes
- 120 Upper Market-rate Condo Units
- 147 Unit Retirement Village

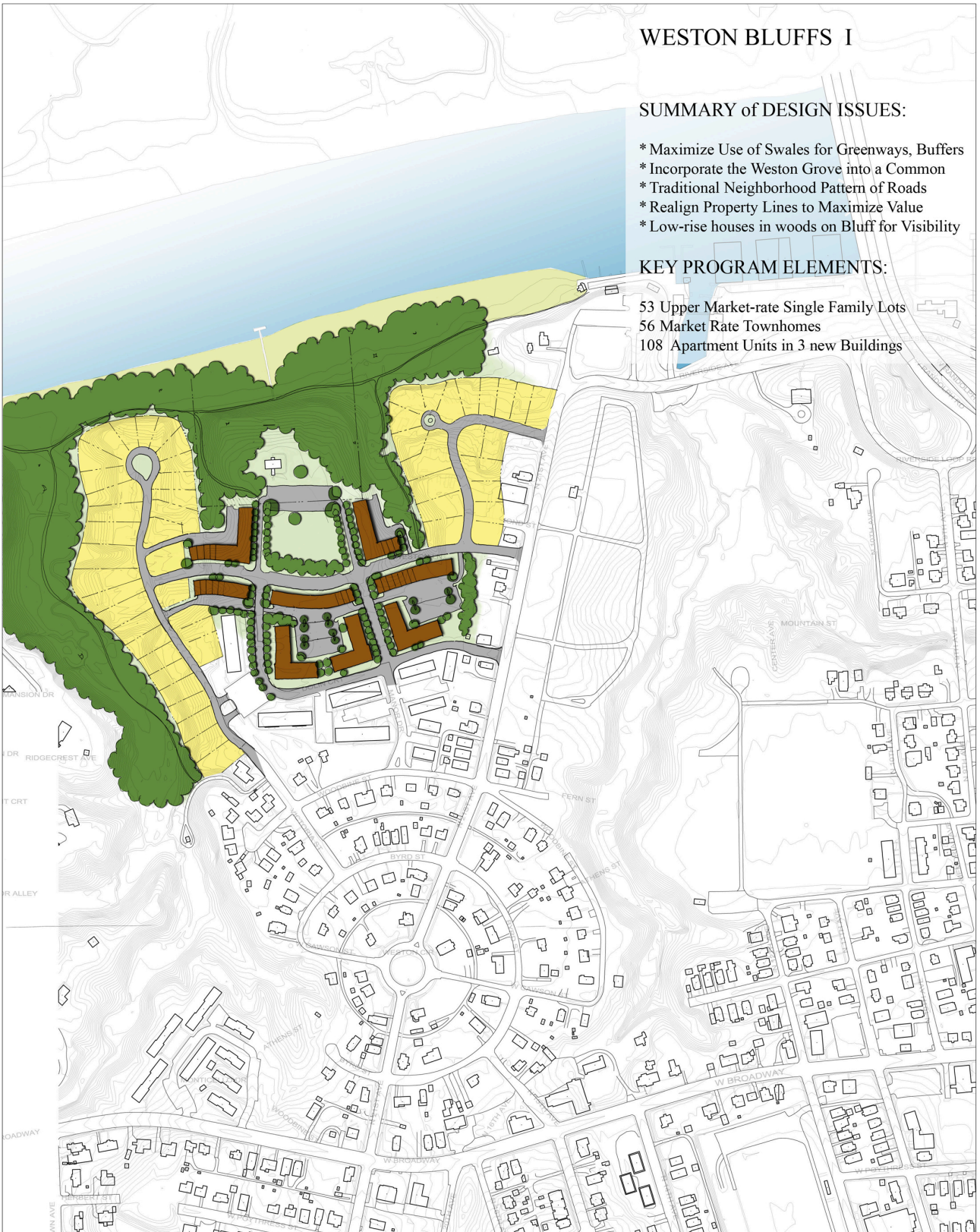
WESTON BLUFFS I

SUMMARY of DESIGN ISSUES:

- * Maximize Use of Swales for Greenways, Buffers
- * Incorporate the Weston Grove into a Common
- * Traditional Neighborhood Pattern of Roads
- * Realign Property Lines to Maximize Value
- * Low-rise houses in woods on Bluff for Visibility

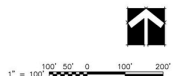
KEY PROGRAM ELEMENTS:

- 53 Upper Market-rate Single Family Lots
- 56 Market Rate Townhomes
- 108 Apartment Units in 3 new Buildings



CITY OF HOPEWELL, VIRGINIA
Redevelopment Plan

Hill Studio, PC K.W. Poore & Assoc.
October, 2006





WESTON LANDING

WESTON BLUFFS II

SUMMARY of DESIGN ISSUES:

- * Maximize Use of Swales for Greenways, Buffers
- * Incorporate the Weston Grove into a Common
- * Traditional Neighborhood Pattern of Roads
- * Realign Property Lines to Maximize Value
- * Buffer Weston Manor on Sides
- * Maximize Return from Bluff Views
- * Multi-age Needs into High Amenity District

KEY PROGRAM ELEMENTS:

- 36 Upper Market-rate Single Family Lots
- 41 Market Rate Townhomes
- 120 Upper Market Rate Condos in The Bluffs
 - Avg 1500 sf
 - 3 – 5 Stories above Parking Structure
 - Parking below – 200
 - Guest Parking – 48
- 147 Unit Retirement Village
 - 27 Townhome-style Cottage Units
 - 120 Assisted Apartments in two 5 story Buildings
 - Townhouse Parking – 54
 - Staff, Resident and Guest Parking - 150

- * Maximize Use of Swales for Greenways, Buffers
- * Incorporate the Weston Grove into a Common
- * Traditional Neighborhood Pattern of Roads
- * Realign Property Lines to Maximize Value
- * Buffer Weston Manor on Sides
- * Maximize Return from Bluff Views
- * Multi-age Needs into High Amenity District

36 Upper Market-rate Single Family Lots

41 Market Rate Townhomes

120 Upper Market Rate Condos in The Bluffs
Avg 1500 sf
3 – 5 Stories above Parking Structure
Parking below – 200
Guest Parking – 48

147 Unit Retirement Village
27 Townhome-style Cottage Units
120 Assisted Apartments in two 5 story Buildings
Townhouse Parking – 54
Staff, Resident and Guest Parking - 150

City Gateway I & II

The current site of the Evergreen Motel and other buildings has the potential to become a vital redevelopment area that serves as a major gateway to Hopewell. The high-profile site would be ideal for a new hotel with facilities for a restaurant and conference center. Additional landscaping and signage (detailed in the City's Wayfinding Plan) would complement the development and improve both the residents' and visitors' initial impressions of the city.

The second gateway concept incorporates the same proposed uses as the first concept plan but under a different layout. The same attention is paid to landscaping and initial impressions given to travelers on Rout 10 upon entering the city.

Plan features include:

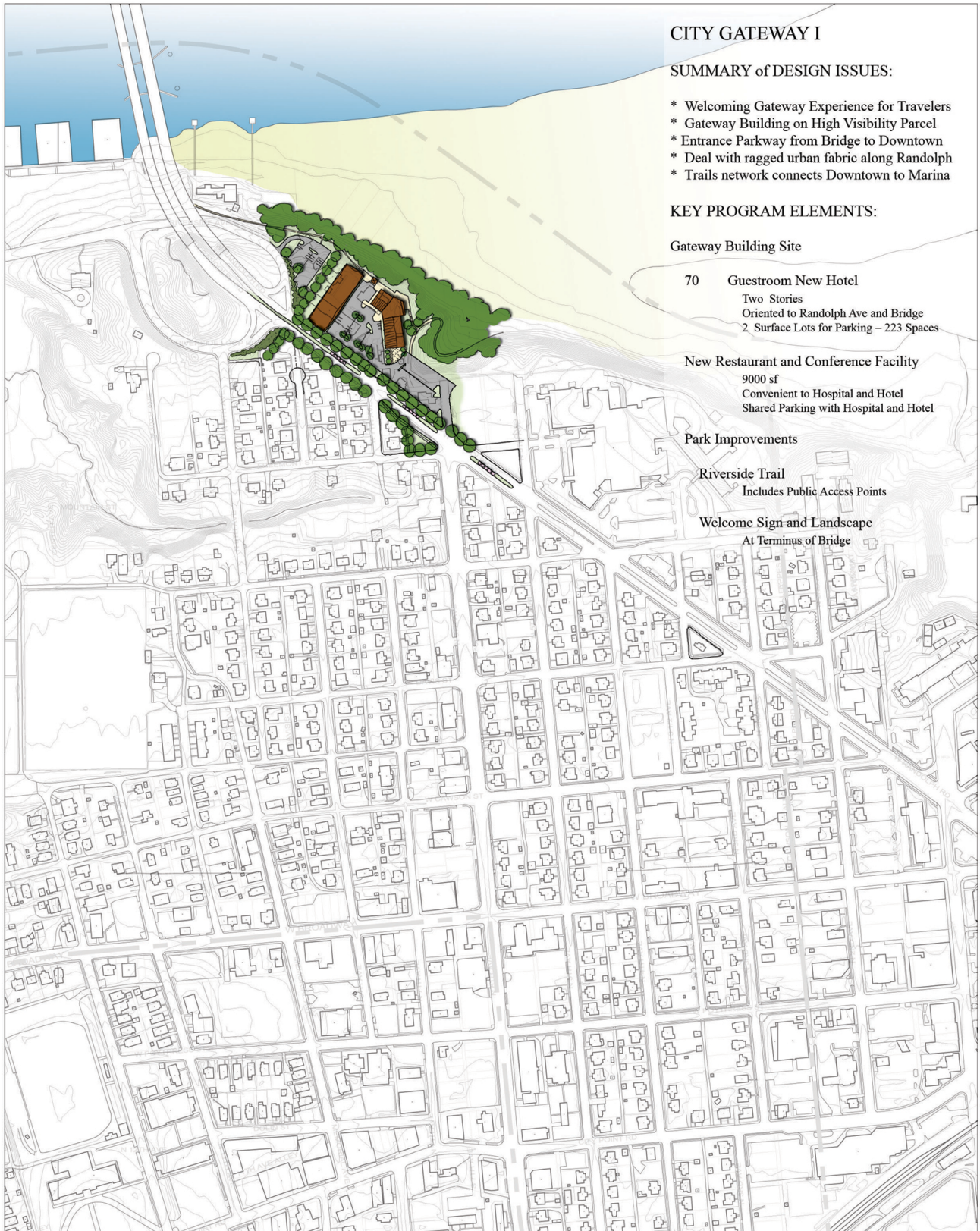
- 70-110 Room New Hotel
- New Restaurant and Conference Center
- Riverside Trail and Park
- Improved Gateway Signage and Landscaping

James Point

This ambitious development scenario includes expansion of the hospital, demonstration housing to the east of 3-1/2 Avenue Park, and commercial development along 6th Avenue. As an added feature, the plan illustrates improved aesthetics along Rout 10 as travelers enter the downtown area. The commercial development along 6th Avenue should focus on medical services and convenience retail.

Plan features include:

- New Outpatient Clinic
- 900 space New Structured Parking Facility
- 275 space Surface Parking Lot
- 1.5 Acre Hospital Green
- 52 Unit Apartment or Condo Building
- 90 space Parking Structure under Apartment/Condo Building
- 120,000 sf New Retail/Professional Office Space
- 120 space Designated Employee Parking



CITY GATEWAY I

SUMMARY of DESIGN ISSUES:

- * Welcoming Gateway Experience for Travelers
- * Gateway Building on High Visibility Parcel
- * Entrance Parkway from Bridge to Downtown
- * Deal with ragged urban fabric along Randolph
- * Trails network connects Downtown to Marina

KEY PROGRAM ELEMENTS:

Gateway Building Site

- 70 Guestroom New Hotel
- Two Stories
 - Oriented to Randolph Ave and Bridge
 - 2 Surface Lots for Parking – 223 Spaces

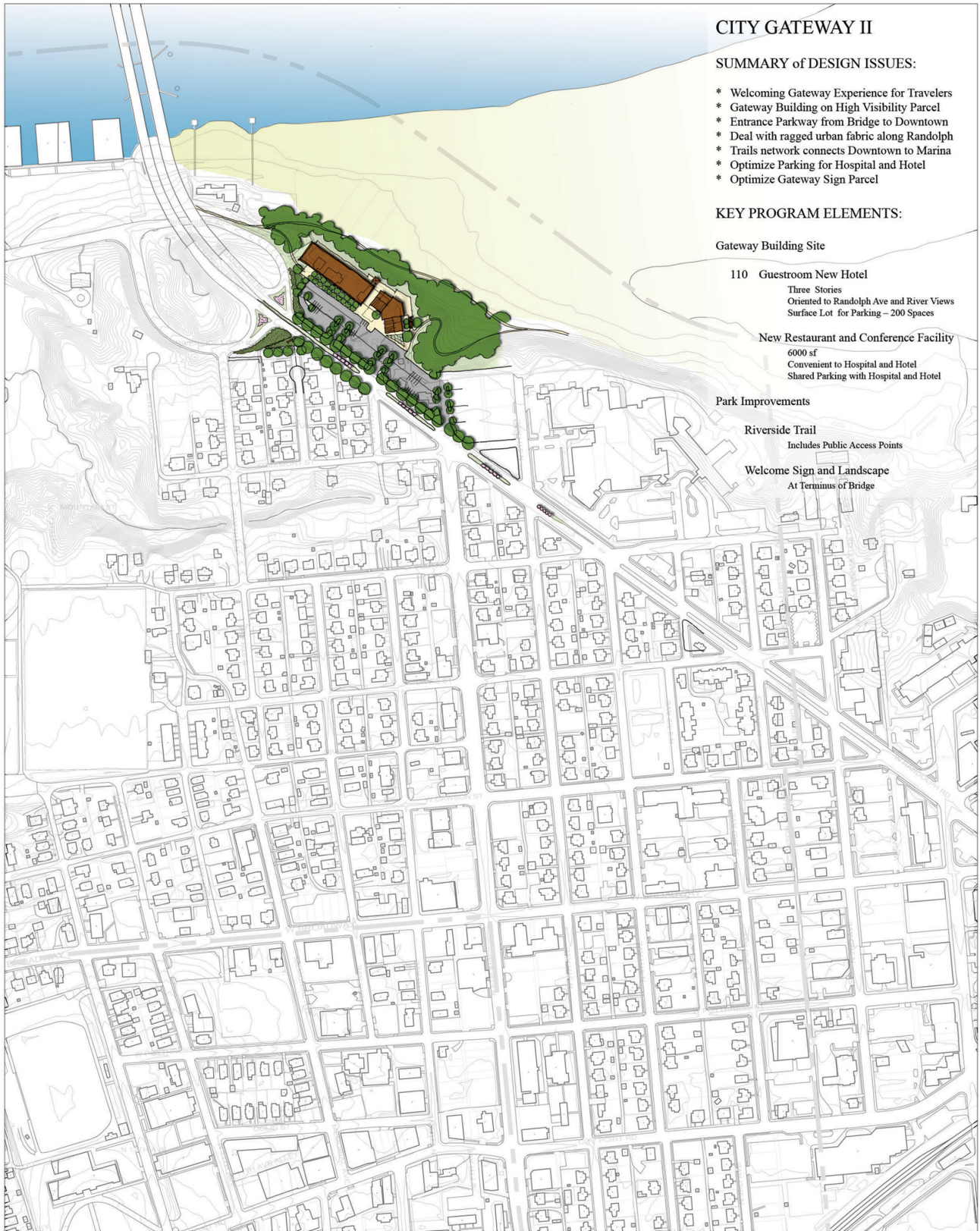
New Restaurant and Conference Facility

- 9000 sf
- Convenient to Hospital and Hotel
- Shared Parking with Hospital and Hotel

Park Improvements

- Riverside Trail
- Includes Public Access Points

- Welcome Sign and Landscape
- At Terminus of Bridge



CITY GATEWAY II

SUMMARY of DESIGN ISSUES:

- * Welcoming Gateway Experience for Travelers
- * Gateway Building on High Visibility Parcel
- * Entrance Parkway from Bridge to Downtown
- * Deal with ragged urban fabric along Randolph
- * Trails network connects Downtown to Marina
- * Optimize Parking for Hospital and Hotel
- * Optimize Gateway Sign Parcel

KEY PROGRAM ELEMENTS:

Gateway Building Site

110 Guestroom New Hotel

Three Stories
Oriented to Randolph Ave and River Views
Surface Lot for Parking - 200 Spaces

New Restaurant and Conference Facility

6000 sf
Convenient to Hospital and Hotel
Shared Parking with Hospital and Hotel

Park Improvements

Riverside Trail

Includes Public Access Points

Welcome Sign and Landscape

At Terminus of Bridge

CITY OF HOPEWELL, VIRGINIA

Redevelopment Plan

Hill Studio, PC K.W. Poore & Assoc.

October, 2006



1" = 100' 0" 50' 0" 100' 200'

JAMES POINT I

SUMMARY of DESIGN ISSUES:

- * Establish new Housing near Park
- * Take Advantage of Spectacular James River Views
- * Entrance Parkway from Bridge to Downtown
- * Deal with ragged urban fabric along Randolph
- * Transform 6th Avenue to Commercial Corridor
- * Trails network connects Downtown to Marina
- * New Hospital Entry and Orientation

KEY PROGRAM ELEMENTS:

Hospital Site

New Outpatient Clinic

- Takes full advantage of James River Views
- Convenient to new Structured Parking

1050 New Structured Parking Facility

- 5 levels @ 210 per level
- Convenient to Randolph Ave

250 Parking

- 150 New Surface Parking near reconfigured Front Entry
- 100 Shared with Church

1.5 ac Hospital Green

- Restores Orientation to Campus
- Innovative Stormwater Management

6th Avenue Business District

120,000 S.F. New Retail / Professional Office

- Medically-oriented
- New Urban Format, on-street Customer Parking

120 Designated Employee Parking in 4 off-street Lots

Park Improvements

Improvements to Cawley Street Square

- Includes Playground

Riverside Trail

- Includes two Public Access Points

James Bluff

60 Upper Market Rate Condo Units

- 4 Story Building, Avg. 1500sf
- 120 Parking below



CITY OF HOPEWELL, VIRGINIA

Redevelopment Plan

Hill Studio, PC K.W. Poore & Assoc.
October, 2006



1" = 100' 0" 50' 0" 100' 0" 200'

JAMES POINT II

SUMMARY of DESIGN ISSUES:

- * Establish new Housing near Park
- * Orient Hospital to Approaching Traffic
- * Entrance Parkway from Bridge to Downtown
- * Deal with ragged urban fabric along Randolph
- * Transform 6th Avenue to Commercial Corridor
- * Trails network connects Downtown to Marina
- * Leave Housing Cluster

KEY PROGRAM ELEMENTS:

Hospital Site

New Outpatient Clinic

Oriented to Randolph Ave and Bridge
Convenient to new Surface Lot

- 900 New Structured Parking Facility
5 levels @ 180 per level
Convenient to Hospital

- 150 Parking
New Surface Parking near reconfigured Front Entry

- 1.5 ac Hospital Green
Restores Orientation to Campus
Innovative Stormwater Management

Davis Commons

- 52 Apartments / Condominiums
Market-rate, 2 Stories, Clustered form
Average 1800 s.f.

- 90 Sheltered Parking
Allows pool development in center

6th Avenue Business District

- 120,000 S.F. New Retail / Professional Office
Medically-oriented
New Urban Format, on-street Customer Parking

- 120 Designated Employee Parking
in 4 off-street Lots



CITY OF HOPEWELL, VIRGINIA

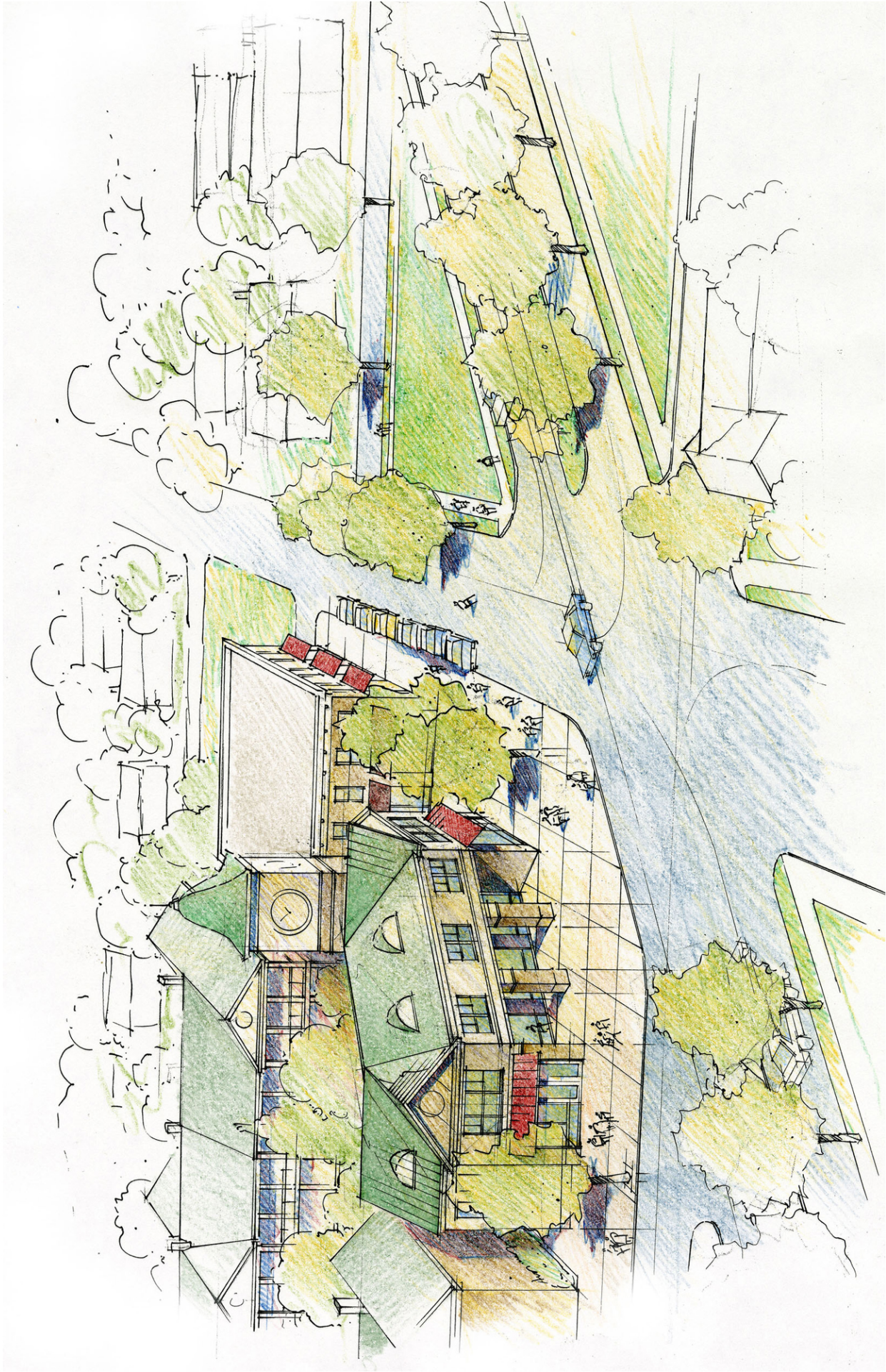
Redevelopment Plan

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October, 2006



1" = 100' 0" 50' 0" 100' 0" 200'





JAMES POINT MIXED USE CONCEPT
RT. 10 ENTRANCE CORRIDOR